

**In re the Application of BARRY DOUGLAS ARMOUR
U.S. Appln. No. 10/531,488
Attorney Docket No. 0074-516912**

AMENDMENTS TO THE CLAIMS

Please amend the claims as follows.

Claims 1 to 23. (Cancelled)

24. (Previously presented) A truck comprising:

a rear axle and wheel assembly;

a chassis having a forward portion that supports a cab, a terminal portion that terminates at a location forward of said rear axle and wheel assembly, a pivot portion located between the forward portion and the terminal portion, and an initial orientation relative to the ground, wherein the cab is at a forward end of the truck;

a deck that is rearward of the cab and having a forward portion that overlies the terminal portion and the pivot portion of said chassis and a rearward portion that extends rearward of the rear axle and wheel assembly; and

a suspension spring having a forward part connected to the terminal portion of said chassis, a rearward part connected to the rearward portion of said deck, and an intermediate part connected to the rear axle and wheel assembly;

wherein said deck is operatively connected to the pivot portion of said chassis so as to be tiltable relative to the chassis about a horizontal pivot axis in the pivot portion, and is configured such that when the deck is tilted rearwardly about the pivot axis, the chassis tilts forwardly from the initial orientation and the forward part of the suspension spring moves with the chassis such that said forward part of the suspension spring moves toward a part of the deck immediately above the forward part of the suspension spring such that a vertical spacing between the forward part of the suspension spring and that part of the deck is reduced, and such that a part of the deck immediately above the rearmost axle lowers towards the rearmost axle to provide a low loading angle for the deck.

25. (Previously presented) A truck as claimed in claim 24, wherein the truck comprises a deck support frame, and the rearward part of the suspension spring is connected to the rearward portion of said deck via said deck support frame.

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26. (Previously presented) A truck as claimed in claim 24, wherein the suspension spring comprises a leaf spring and an air bag, with the rearward part of the leaf spring connected to the deck via the air bag.

27. (Previously presented) A truck comprising: a chassis supporting a cab and that has an initial orientation relative to the ground, wherein the cab is at a forward end of the truck; and a deck which is supported at least partly by a rearmost axle and wheels by a suspension arrangement, said suspension arrangement comprising a leaf spring suspension with a forward part of the suspension arrangement operatively connected to the chassis to move with the chassis and a rear part of the suspension arrangement operatively connected to the deck or a deck support frame to move with the deck or deck support frame, said leaf spring suspension comprising a pair of spaced apart leaf springs, with the rear ends of the leaf springs operatively connected to the deck or deck support frame, and the front ends of the leaf springs operatively connected to the chassis, so that as the deck tilts the front ends of the leaf springs move upwardly toward the part of the deck immediately above the front ends of the leaf springs, thereby lowering the deck towards the axle, wherein the deck is tilttable relative to the chassis about a pivot axis that provides a center of rotation of the deck or deck support frame relative to the chassis and that is located in front of the rearmost axle of the truck and arranged such that as the deck tilts rearwardly, the chassis tilts forwardly from the initial orientation and the forward part of the suspension arrangement moves with the chassis such that said forward part of the suspension arrangement moves upwardly toward a part of the deck immediately above the forward part of the suspension arrangement such that a vertical spacing between the forward part of the suspension arrangement and that part of the deck is reduced, and such that a part of the deck immediately above the rearmost axle lowers towards the rearmost axle to provide a low loading angle of the deck, wherein said deck comprises a pair of apertures, shaped recesses or moveable covers which enable the front ends of the leaf springs to extend above a lower part of the deck when the deck is tilted.